

**TITLE OF THE INVENTION**

**LOCKABLE REARVIEW MIRROR ASSEMBLY**

**RELATED APPLICATIONS**

The present application is a continuation claiming priority under 35 U.S.C. § 120 to U.S. Patent Application Serial No. 09/304,001, filed April 30, 1999, incorporated by reference herein.

**BACKGROUND OF THE INVENTION**

The invention concerns a lockable rear view mirror assembly for commercial vehicles, in particular, for buses.

For buses, more and more attention-getting mirror designs are being employed. At least one of these shows a mirror construction installed far forward, extending outwardly from the upper ends of the A-columns of the bus body. In the case of these outlying designs — the so-called “horn mirrors” — a main mirror and supplementary mirrors are integrated for the driver's supervision of the entry area and the front zone which is not visible to the said driver.

A representation of such a horn shaped rearview mirror assembly has been brought into public knowledge by DE-44 29 604 A1. Another such horn shaped rearview mirror assembly is known from EP-A-0 865 967. The latter encompasses a support arm, mountable on the vehicle body having a carrying tubular structure as the basic element, a main mirror in a housing

5 fastened on the free end of the tubular structure, and an advantageous motorized, adjustable mirror pane located in said housing. Further, EP-A-0 865 967 discloses a molded component, which supports supplementary mirrors and envelopes as a cover the tubular structure between its body end and the main mirror.

10 In this known rearview mirror assembly, the main mirror with its housing and the support arm with the molded component, along with the therein integrated supplementary mirror, make up two separate construction components, which are connected with one another. This two-part structure leads to certain limitations in the design of such horn shaped rearview mirrors and likewise leads to a sectional structure. Moreover, the mounting of such a horn shaped mirror becomes complex through the multi-part assembly.

### **OBJECTIVES AND SUMMARY OF THE INVENTION**

15 Thus it is the purpose of the present invention to bring the known horn shaped rearview mirror of EP-A-0 865 967 into a more compact form.

20 The achievement of this purpose is accomplished through the features of the present invention.

In accord with the invention, the housing of the main mirror is integrated into the molded component, and the main mirror and at least one supplementary mirror are mounted in a single mirror head. By means of dispensing with the separation between the main mirror and the supplemental mirror a compact and elegant mirror design is possible. The compact form with a mirror head possesses also additional advantages, since whistling noise engendered by the wind

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5 while traveling is avoided. Such noise can occur in the two-part design in accord with the present state of the technology. Also, in the matter of the air resistance, this is improved by the more compact mirror head.

10 In accord with a preferred embodiment of the invention, a single supplementary mirror is provided for the monitoring of the zone in front of the vehicle and the zones left and right between the forward end of the vehicle and the front axle of the vehicle. In this way, by means of one mirror, the function of the previous two mirrors is taken over and at the same time a more compact construction is made possible. Further, from the use of one instead of two supplementary mirrors, a substantial ergonomical advantage arises, since now only one supplementary mirror — for two dead angle zones — and one main mirror need be observed.

15 According to one advantageous aspect, the invention provides a simplified form of the supplementary mirror, with which two different dead angle zones can be monitored.

In accord with a further advantageous aspects of the invention, a cover of the molded component is provided. By means of this cover, first, the molded part with the parts located thereunder are protected, and second, these covers are then lacquered to match the vehicle color.

20 In accord with another advantageous aspect of the invention, on the mirror head a peripherally encompassing water dispersing rim is provided. Water and dirt, in the case of rainy weather, are prevented by this water dispersing rim from being transported onto the mirror surface by the wind during travel.

25 In accord with a yet another aspect of the invention, the mirror assembly is so conceived, that the mirror assembly can be caused to fold forward in the direction of the windshield, or fold

5 backwards in the direction of the side windows. With this measure, the mirrors need not be  
dismounted during the use of drive-thru wash machines.

In accord with yet another aspect of the invention, the mirror assembly, in accord with  
the invention, is mountable on the vehicle by means of a clamping mechanism, which makes  
possible a simple demounting, i.e. removal of the mirror assembly from the vehicle. This  
10 clamping mechanism is the object of German Application No. 19900988.0, filed January 13,  
1999, submitted on the same regarding which, full cognizance will be taken in the present  
instrument.

Further advantageous aspects of the invention will be found in the remaining subordinate  
claims.

15 Further features, details and advantages of the invention are provided in the subsequent  
description of a preferred embodiment made with the aid of the drawings.

### **BRIEF DESCRIPTION OF THE DRAWINGS**

There is shown in:

20 Fig. 1 a general view in an exploded presentation of an advantageous embodiment of the  
invention,

Fig. 2 an exploded view of the clamping mechanism for the mirror shown in

Fig. 1,

Fig. 3a a side view of the mirror corresponding to Fig. 1,

25 Fig. 3b a top view of the mirror corresponding to Fig. 1,

Fig. 4a a top view of a preferred shape of the supplementary mirror,

Fig. 4b a sectional view of the supplementary mirror taken along the section line A-A of

Fig. 4a,

Fig. 5a a side view of the adjustment and folding apparatus of the mirror assembly in  
accord with the present invention,

Fig. 5b a sectional view of the elements shown in Fig. 5a, parallel to the plane of the  
drawing in Fig. 5a, and

Fig. 6 a top diagrammatical view of a vehicle showing locations of dead zones relative to  
a vehicle made visible by the present invention.

#### **DESCRIPTION OF THE PREFERRED EMBODIMENT**

Reference will now be made in detail to the presently preferred embodiments of the  
invention, one or more examples of which are illustrated in the Figures. Each example is  
provided by way of explanation of the invention, and not meant as a limitation of the invention.  
For example, features illustrated or described as part of one embodiment can be used on another  
embodiment to yield yet another embodiment. It is intended that the present invention include  
such modifications and variations.

Figs. 1 and 2 show in perspective, a preferred embodiment of the horn shaped rearview  
mirror in accord with the present invention, having a support structure 2 for the mirror assembly  
mounted either left or right on a vehicle v. (See Fig. 6). The support structure 2 is connected to a  
support arm 4.

5 On the other end of the support arm 4, the main mirror 8 and the supplementary mirror 10 are placed in a common housing or mirror head 6. Support arm 4 and mirror head 6 are comprised of a foamed molded component 12, which is penetrated by a (not shown in detail in Fig. 1) carrier structure 13, as this is also presented in EP-A-0 865 967. In this matter, reference is to be made to said EP-A- 0 865 967. The vehicle end of the carrier structure 13 is to be seen in  
10 Figs. 5a and 5b. Main mirror 8 and supplementary mirror 10 are mounted in the common housing, i.e. mirror head 6, on corresponding adjustment apparatuses 14 and 16. The mirror head 6 is covered for protection from the direction of travel by means of the cover 18, which may be lacquered in the same color as the vehicle.

In Figs. 3a and 3b is shown a peripherally disposed water dispersion rim 20 on the mirror  
15 head 6. This water dispersion rim 20 prevents the wind due to traveling from driving water and dirt upon the surfaces of the main mirror 8 and supplementary mirror 10.

Fig. 4a shows a plan view of the supplementary mirror 10, and Fig. 4b shows a section along the section line A-A in Fig. 4a. The supplementary mirror 10 is domed, trapezoidal in shape and possesses rounded off corners. This shape assures that the supplementary mirror 10  
20 allows the monitoring of two dead angle zones, namely the zone 60 in front of the vehicle and the zone on the sides of the vehicle 62, 64 between the front end 66 and the forward axle 68 (See Fig. 6).

The vehicle end of the support arm 4 is connected to an adjustment and folding apparatus 22, by means of which, the basic adjustment of the mirror assembly can be made, and by means  
25 of which the mirror assembly can be folded forward, that is, in the direction of the windshield, or

5 toward the rear, that is, in the direction of the side windows. The adjustment and folding apparatus 22 includes a hinge pivot 24 with two pivoting arms, whereby one pivot arm is the vehicle end of the carrying structure 13 and the other pivot arm is the insertable component 26 (see Figs. 5a and 5b).

As may be seen in Fig. 5b, the hinge pivot 24 of the adjustment and folding apparatus 22 is held together by a hinge bolt 28, which penetrates a cup spring 30 and stop-washers 32 and 33. The hinge bolt 28 is fixed in place by two screws 34 and 35 located respectively, above and below said hinge bolt 28. The stop washers 32 and 33 are pressed against one another by the cup spring 30 whereby the mirror assembly is thus limited to a specified angular position.

The support structure 2 is made as a clamping assembly and is comprised of the insertable component 26, on which a clamp wedge 36 is slidably affixed, and a rectangular shaped clamp receptacle 38 is also thereon attached. The clamp receptacle 38 will be screwed on to the body of the vehicle. During the mounting of the mirror assembly, the insertable component 26 is pushed into the clamp receptacle 38. The clamping wedge 36 is firmly secured to the clamp receptacle 38 and the insertable component 26 by clamping screws 40. The clamp wedge 36 is slidable in a direction at right angles to the entry direction of the insertable component 26 into the clamp receptacle. By means of the sliding of the clamp wedge 36, the insertable component 26 is moved upward, and the clamp wedge 36 presses downward against the upper/lower limits of the clamp receptacle 38.

As shown in Fig. 2, for security, in addition, a snap-in detent arrangement is provided, which includes a snap-in, springlike element 42 affixed to the clamp receptacle 38. This snap-in

5 detent element 42 protrudes through a corresponding penetrative opening 44 in the clamp receptacle 38.

Upon the insertion of the insertable component 26 into the clamp receptacle 38, the snap-in detent element 42 is retracted, i.e. pressed back, and seats itself in a corresponding recess in the insertable component 26. The support structure 2 is covered by an upper and a lower  
10 covering, respectively 48, 49 as well as a mounting cover 50. The mounting cover 50 covers the clamp screws 40 and the snap-in detent 42. In the case of demounting of the mirror assembly, more exactly, regarding the demounting of the mirror head 6 with the support arm 4, principally, the mounting cover 50 must be removed and the screws loosened.

In Fig. 5a is shown a key-activated locking mechanism 52 which is disposed on the  
15 clamp receptacle 38 and through which the insertable component 26 is secured in the clamp receptacle 38. The locking mechanism 52 includes a key cylinder 52a and a rotatable latch member 52b for contacting a portion 52c of insertable component 26. The locking mechanism 52 presents a safety measure against theft.

It will be apparent to those skilled in the art that various modifications and variations can  
20 be made in the present invention without departing from the scope and spirit of the invention. It is intended that the present invention include such modifications and variations as come within the scope of the appended claims and their equivalents.